

Montana Transportation Commission

**September 25, 2008 Meeting
MDT Commission Room
Helena, MT**

IN ATTENDANCE

Nancy Espy, Transportation Commissioner, Chairman
D. Winterburn, Transportation Commissioner - excused
Rick Griffith, Transportation Commissioner
Kevin Howlett – Transportation Commissioner
Barb Skelton - Transportation Commissioner
Jim Lynch, MDT Director
Jim Currie, MDT Deputy Director
Loran Frazier, MDT Engineering
Tim Reardon, MDT Chief Counsel
Lynn Zanto, Planning
Gary Larson, Planning
Paul Johnson, Planning
Lori Ryan, MDT
Charity Watt Levis, MDT
Mike Duman, FHWA
Kevin McLaury, FHWA

Please note: the complete recorded minutes are available for review on the commission's website at http://www.mdt.mt.gov/pubinvolve/trans_comm/meetings.shtml. You may request a compact disc (containing the audio files, agenda, and minutes) from the transportation secretary Lori Ryan at (406) 444-7200 or lravn@mt.gov. Alternative accessible formats of this document will be provided upon request. For additional information, please call (406) 444-7200. The TTY number is (406) 444-7696 or 1-800-335-7592.

OPENING – Commissioner Nancy Espy, Chair

Commissioner Espy called the meeting to order. After the pledge of allegiance, Commissioner Howlett offered the invocation. Introductions were made.

***Approval of Minutes of the June, July, August, September, 2008
Conference Call and the February, April and June, 2008 regular meetings.***

Commissioner Espy presented the minutes from Conference Calls and the regular meetings. There were no additions, deletions, or changes made to the minutes.

Commissioner Griffith moved to adopt the minutes as presented. Commissioner Howlett seconded the motion. All five Commissioners voted aye.

The motion passed unanimously.

Agenda Item 1: US 191 Slide Correction, US 191/87 Slides – S Mobridge

Lynn Zanto presented the following to the Commission.

Background: MDT staff requests Commission approval for preliminary engineering for slide corrections at five locations on US 191. Four locations are just south of Mobridge, and one is south of Grass Range. Most of these sites

have a history of slides, and slides are currently threatening the roadway. The proposed repair involves flattening and rebuilding the slopes along the roadway.

MDT proposes using National Highway System (NH) funds for this project. The total estimated project cost is \$4,425,528 consisting of \$285,150 for preliminary engineering, \$370,695 for construction engineering, \$3,706,950 for construction, \$5,703 for right-of-way, and \$57,030 for incidental construction. Total project costs include \$545,528 for indirect costs. The Billings District National Highway System program balance is sufficient to fund this project in 2011. To make room for this project in the long-range plan, the District will reassess its priorities at the Tentative Construction Program meeting in November.

Summary: MDT is requesting Commission approval for a project to correct slides at five locations on US 191. The total estimated project cost is \$4,425,528. The Billings District has sufficient funds in its NH program to fund this project in 2011.

Staff recommendations: Staff recommends the Commission approve the addition of this project to the program.

Commissioner Skelton moved to approve the US 191 Slide Correction, US 191/87 Slides - Mobridge. Commissioner Griffith seconded the motion. All four Commissioners voted aye.

The motion passed unanimously.

Agenda Item 2: Rail Crossing Project – I-90 Turah Interchange; RR Crossing Turah

Lynn Zanto presented the following to the Commission.

Background: MDT staff requests Commission approval for preliminary engineering to upgrade a railroad track crossing at the I-90 Turah Interchange. This interchange is located approximately 2.5 miles southeast of Bonner between I-90 and Secondary Highway 210.

Missoula County is currently building a trail along Secondary Highway 210 which crosses the railroad tracks at the Turah Interchange. As part of the path improvement project, Missoula County is planning to replace the existing timber planks with concrete panels. In an attempt to provide a more consistent railroad crossing surface for the path as well as the roadway, MDT would like Commission approval to fund that portion of the crossing surface within the roadway section. This should be more cost-effective and result in a better overall crossing. Missoula County will pay for the trail portion of the crossing.

MDT proposes using Interstate Maintenance (IM) funds for this project. The total estimated project cost is \$19,616 consisting of \$3,421 for preliminary engineering, \$3,421 for construction engineering, and \$12,774 for construction. Total project costs include \$2,416 for indirect costs. The District will reassess its priorities at the Tentative Construction Program meeting in November to make room for this project in their 2009 IM program.

Summary: MDT is requesting Commission approval to upgrade a railroad track crossing at the I-90 Turah Interchange utilizing IM funding estimated at \$19,616.

Staff recommendations: Staff recommends the Commission approve the addition of this project to the program.

Commissioner Howlett moved to approve the Rail Crossing Project – I-90 Turah Interchange. Commissioner Skelton seconded the motion. All four Commissioners voted aye.

The motion passed unanimously.

***Agenda Item 3: Enhancement Program on MDT Right of Way, Streetscape
Lewistown***

Lynn Zanto presented the following to the Commission

Background: The Transportation Commission approves Community Transportation Enhancement Program (CTEP) projects located on or adjacent to state-designated streets and roads. The following CTEP project is funded with the enhancement set-aside of the Surface Transportation Program. Funding is allocated by population to Montana's local and tribal governments. Communities select projects to be funded with their allocations and provide required non-federal match. The program is based on an agreement between MDT and Montana local and tribal governments. MDT requests that the Commission approve the addition of the following project to the program.

Streetscape – Lewistown: This enhancement project will provide for installation of streetscape amenities in Lewistown's central business district. The amenities include bike stands, benches, and trash receptacles. The project area encompasses seven city blocks along Lewistown's Main Street (US 87/MT 200) between 8th Avenue and 1st Avenue (P-43/U-7111). The project is expected to encourage alternative travel to and within Lewistown's central business district.

A local artist is designing all components, and there is no design cost associated with the project. The state will perform a final inspection to ensure substantial compliance with the project.

The total estimated cost of the project is \$31, 936 for construction, which includes \$3,936 in indirect costs. Including this project, Lewistown will have obligated \$577,030 of the \$579,069 made available over the life of the CTEP program.

Summary: MDT is requesting that the Commission approve \$31,936 in CTEP allocations for streetscape amenities along Lewistown's Main Street between 8th Avenue and 1st Avenue.

Staff recommendations: Staff recommends the Commission approve the addition of this project to the program.

Commissioner Skelton moved to approve the Enhancement Program on MDT Right of Way; Streetscape Lewistown. Commissioner Griffith seconded the motion. All four Commissioners voted aye.

The motion passed unanimously.

Agenda Item 4: Emergency Repairs to S-540, East River Road Washout

Lynn Zanto presented the following to the Commission

Background: MDT requests Commission approval to fund emergency repairs on .05 mile of East River Road (Secondary 540) from RP 9.2 to 9.25, south of the junction of Secondary 571 and Secondary 540. At a meeting on July 24, 2008, representatives from MDT; the Army Corps of Engineers; Department of Environmental Quality; and Fish, Wildlife & Parks agreed that emergency repairs were necessary to save the road. Approximately 30 feet of embankment had slid into the Yellowstone River. Fault lines adjacent to the highway were causing the remaining embankment to move as the river continued to undercut the lower part of the bank. FHWA agreed that an emergency existed, and the project was

advanced under exigency rules. Workers began reinforcing the bank using locally obtained riprap on July 25, 2008.

MDT proposes using Secondary Highway System (STPS) funds for this project. The total estimated cost of construction is \$285,150, which includes \$35,150 in indirect costs. The Butte District STPS program balance is sufficient to cover the cost of this project.

Summary: MDT is requesting that the Commission approve \$285,150 in STPS funding for emergency repairs to East River Road (S-540). The repairs were necessary to stop further deterioration of East River Road.

Staff recommendations: Staff recommends the Commission approve the addition of this project to the program.

Commissioner Griffith moved to approve the Emergency Repairs to S-540; East River Road Washout. Commissioner Skelton seconded the motion. All four Commissioners voted aye.

The motion passed unanimously.

Agenda Item 5: System Action in Miles City/Custer County

Lynn Zanto presented the following to the Commission

Background: Local officials in Miles City and Custer County request that the Transportation Commission approve adding Tatro Street and Milwaukee Street to the Urban Highway System. The overall distance of these streets is approximately .60 miles. Of this total, .33 miles is within the city limits and .27 miles is in the county.

Mileage proposed to be added to the Urban Highway System:
The proposed addition would originate where Tatro Street intersects Highway 59 (P-18) and continues east approximately .36 miles to a point where Tatro Street intersects the City Limit line and ties into Milwaukee Street, continuing east on Milwaukee Street for an additional .24 miles where it meets North Montana Avenue (U-8004). Currently, both Tatro Street and Milwaukee Street are functionally classified as Urban Collectors (see attachment).

Mileage proposed to be deleted from the Urban Highway System:
According to commission past practice of requesting the deletion of the same approximate mileage from the system, local officials propose to drop approximately .60 miles of North Montana Avenue (U-8004) from Jackson Street south to Milwaukee Street (see attachment).

Summary: All proposed routes are presently functionally classified as Urban Collectors and therefore meet the eligibility requirements for this modification established by MCA 60-2-125. The proposed system action regarding the addition of Tatro Street and Milwaukee Street and deletion of North Montana Avenue is in conformance with (a) the system classification, general procedures and specific procedures of the December 7, 2000, Transportation Commission Systems Action Policy and (b) the requirement for participation with the appropriate local officials.

Staff recommends the Commission approve (see attachment):

- The addition of Tatro Street and Milwaukee Street to the Urban Highway System from where Tatro Street intersects Highway 59 North (P-18) east to a point where Milwaukee Street intersects North Montana Avenue (U-8004).

- The removal of North Montana Avenue (U-8004) from the Urban Highway System from Jackson Street south to Milwaukee Street.

Please note that these actions are interrelated and should be taken together.

Commissioner Skelton moved to approve the System Action in Miles City/Custer County Commissioner Griffith seconded the motion. All four Commissioners voted aye.

The motion passed unanimously.

Agenda Item 6: Montana Rest Area Plan Update

Lynn Zanto presented the following to the Commission

Background: In response to a recommendation from a Performance Audit of MDT's Rest Area Program by the Legislative Audit Division, MDT has developed an annual process that reports on the status of MDT's rest area program and provides the Commission with an opportunity to consider amendments to the Rest Area Plan the Commission initially adopted in 1999.

The 1999 Montana Rest Area Plan, which was developed with input from the public and key stakeholder groups, established overall policy direction to guide the Commission and Department in addressing longstanding rest area issues. Resulting changes in the quality and maintenance of our rest areas as well as public reaction to these changes have been overwhelmingly positive.

Although Montana's rest areas have improved dramatically over the last nine years, funding constraints have forced the delay of several programmed rest area projects. To address this issue, MDT has completed an internal review to develop a recommended prioritization of programmed projects based on considerations such as usage volumes, condition of existing facilities, cost, and distance from adjacent rest areas. MDT is also recommending an annual statewide set-aside for rest area construction and rehabilitation projects that will provide funding to help fund rest area needs outside the traditional district-level process. The recommended project priorities and the proposed funding set-aside will be incorporated in the Performance Programming Process analysis and Tentative Construction Plan discussions.

MDT is not recommending any amendments to the Rest Area Plan. However, MDT staff has identified several technical changes to the Rest Area Planning Map that are necessary to reflect developments since the last review. Since these changes are consistent with the policies in the Commission-approved Rest Area Plan, they are being provided to the Commission for information purposes only.

Summary: Attached is the current Rest Area Planning Map with a list of technical changes based on input from District Administrators and other MDT staff involved in rest area planning and maintenance. These changes, which are consistent with the Rest Area Plan, do not require Commission approval.

Staff recommendations: There are no staff recommendations; this agenda item is for informational purposes.

Agenda Item 7: Speed Limit Recommendation for Commission Action, Montana 68 – Cascade

Loran Frazier presented the following to the Commission Cascade officials submitted a request to expand the 25 mph speed to begin at the intersection with 4th Avenue South and continue north to the intersection with 4th Avenue North.

MT 68 was constructed under project FAP 172 B in 1933 and improved in 1953. Roadway begins with two 12-foot travel lanes with less than 1-foot of shoulder width. Within town the typical section widens with curb and on-street parallel parking. Adjacent side culture is made up of both residential and commercial development.

During the period from June 1, 2004 to May 31, 2007 there were four single vehicle accidents and one rear-end accident reported within the study area. The accident rate is 2.89 accidents per million vehicle miles traveled. There are no definable trends that pin point a correctable condition or an association with the speed limits as being a contributing factor.

We originally proposed extending the 25 mph zone north one block to 3rd Avenue. Cascade officials responded, reiterating their desire to move the 25 mph zone to 4th Avenue. In discussing the urban district boundary and the potential for additional pedestrian activity with the District office we arrived at the conclusion to reinstate the statutory 25 mph speed limit at the intersection with 4th Avenue North and have adjusted our recommendation accordingly. The following recommendation was resubmitted to local officials. They concur and their comments are attached.

Reinstate the statutory 25 mph speed limit from station 596+00, project FAP 172(B) (100' south of 2nd Ave. S.) and continue north to station 632+00 (200' North of 4th Ave. N.), an approximate distance of 3,600 feet.

Report Submitted to Local Officials: The Town of Cascade has submitted a request to change the speed limit on MT 68 to 25 mph from the intersection with 4th Avenue South to the intersection with 4th Avenue North. They would like to extend the existing 25 mph speed zone to encompass the 35 mph speed zones. Currently the 25 mph speed zone encompasses the segment of MT 68 from the intersection with 2nd Avenue South to the intersection with 2nd Avenue North.

City and school officials have also requested school crosswalks at the intersection with Central Avenue.

MT 68 was constructed under project FAP 172 B in 1933 and improved in 1953. Beginning at the south end of the study area the typical section consists of two 12-foot travel lanes with less than 1-foot of shoulder width. At the intersection with 2nd Avenue South the roadway widens with curbing. There is on-street parallel parking available. The typical section transitions back at the intersection with 3rd Avenue North.

The adjacent side culture is made up of both residential and commercial development with most of the local businesses concentrated along MT 68 between the intersection with Central Avenue and 3rd Avenue North. The adjacent roadside development begins to disperse just north of the intersection with 3rd Avenue North.

School-aged pedestrian activity was monitored at the intersection with Central Avenue between the hours of 7:00 AM – 9:00 AM, 11:00 AM – 1:00 PM and 2:00 PM – 4:00 PM. There were seven crossings observed in the AM crossing period, four during the Noon crossing period and three during the PM crossing period. Central Avenue serves as a school route for the Cascade School.

Accident History: The accident history was reviewed for a three-year period from June 1, 2004 to May 31, 2007. During this period there were four single vehicle accidents and one rear-end accident reported within the study area. The accident rate is 2.89 accidents per million vehicle miles traveled.

Two of the single vehicle accidents involved conflicts with deer. The rear-end accident occurred on the frontage road leg of the intersection with MT 68. There

are no definable trends that pin point a correctable condition or an association with the speed limits as being a contributing factor.

Travel Speeds: Vehicular travel speeds were sampled directionally at six locations to develop a speed profile through the community.

Location	85 th Percentile Speed	Pace & Percentage
600' north of the South Interchange (45 mph zone)	49 mph Northbound	(36 mph – 46 mph) 52%
	47 mph Southbound	(36 mph – 46 mph) 55%
At int. w/ 4 th Ave. South (35 mph zone)	40 mph Northbound	(30 mph – 40 mph) 62%
	41 mph Southbound	(30 mph – 40 mph) 60%
Between 2 nd Ave. S & 1 st Ave S. (25 mph zone)	30 mph Northbound	(21 mph – 31 mph) 77%
	29 mph Southbound	(21 mph – 31 mph) 78%
Location	85 th Percentile Speed	Pace & Percentage
At int. w/ 1 st Ave N. (25 mph zone)	27 mph Northbound	(18 mph – 28 mph) 79%
	27 mph Southbound	(18 mph – 28 mph) 79%
400' North of 3rd Ave N. (35 mph zone)	38 mph Northbound	(27 mph – 37 mph) 62%
	34 mph Southbound	(24 mph – 34 mph) 71%
400' North of 4rd Ave N. (45 mph zone)	44 mph Northbound	(33 mph – 43 mph) 60%
	39 mph Southbound	(30 mph – 40 mph) 68%

Conclusions and Recommendations: Based on the speed profile and its relationship with changes in the density of adjacent development and roadway features there is one area that supports consideration of an adjustment. On the north end of Cascade the 25 mph to 35 mph speed limit transition can be extended north to the intersection with 3rd Avenue North. Throughout the remainder of the study area on the south end of the community the speed limits are at or below the 85th percentile speeds within their respective boundaries.

A 35 mph speed limit beginning at station 621+50, project FAP 172 B (just north of the intersection with 3rd Avenue North) and continuing north to station 631+50, an approximate distance of 1,000 feet.

In response to the community’s request for a school crosswalk at the intersection with Central Avenue we concur. School-age pedestrian activity was observed during each of the three crossing periods monitored. The actual number of students observed was below the 10 per period target typically prompting a crosswalk installation. However, in consideration that Central Avenue is a school access route and of significant importance to the community we feel having a designated marked crosswalk at this intersection is justified. Attached is a diagram of the recommended crosswalk configuration.

Commissioner Griffith moved to approve the speed limit reduction for MT 68 – Cascade Commissioner Skelton seconded the motion. All four Commissioners voted aye.

The motion passed unanimously.

Agenda Item 8: Speed Limit Recommendation for Commission Action, MT 85 - Jackrabbit Lane – 4 Corners North

Loran Frazier presented the following to the Commission: The Montana Highway Patrol voiced concerns that continued development of the area along MT 85 between Huffine Lane and Durston Road has prompted an increase in crashes. In response they have requested a reduction in the statutory 70 mph speed limit. The study area was originally constructed by county forces and improved in 1986. The roadway consists of two 12-foot travel lanes with 4-foot shoulders and auxiliary lanes at the intersection with Huffine Lane. The average annual daily traffic volume was 10,200.

There is adjacent commercial development along the east side of MT 85 between the intersections with Huffine Lane and Shedhorn Drive and a nearby

mobile home park to the west. North of Shedhorn Drive the development begins to disperse. In addition to Shedhorn Drive there are three other major intersections located within the study area, Forkhorn, Ramshorn and Durston Road.

In the last three years there were 47 accidents reported between Huffine Lane and Durston Road. The accident rate is 4.14 accidents per million vehicle miles traveled. This is above the statewide rural average of 1.15 accidents per million vehicle miles for rural NHS routes. A large proportion of these accidents occurred along the 1,500-foot segment north of Huffine Lane.

The speed statistics, adjacent roadside culture and accident history support the Montana Highway Patrol's desire for a speed limit reduction. Based on the travel speeds in relationship to the level and proximity of adjacent and nearby development we recommended the following 45 mph – 55 mph speed limit configuration. The following recommendations were presented to Gallatin County for review and comment. Their comments concurring with the proposed recommendation are attached.

A 45 mph speed limit beginning at the intersection with Huffine Lane and continuing north to station 17+00, project RTF-HES 85-1(4) (200 feet north of the intersection with Shedhorn Drive), an approximate distance of 1,700 feet.

A 55 mph speed limit beginning at station 17+00, project RTF-HES 85-1(4) and continuing north to station 54+00 (200 feet north of the intersection with Durston Road), an approximate distance of 3,700 feet.

Report Submitted to Local Officials:This investigation first originated from a request received from the Montana Highway Patrol (MHP). MHP voiced concerns that the surrounding environment along this 1-mile segment of MT 85 from the intersection with Huffine Lane north to the intersection with Durston Road continues to develop at a high rate and that they are experiencing an increase in the number of crashes experienced. They have requested a reduction in the statutory 70 mph speed limit similar to that implemented on the east, west and south leg approaches to Four Corners.

MT 85 was originally constructed by county forces and improved under project RTF-HES 85-1(4) in 1986. It is a 2-lane roadway consisting of two 12-foot travel lanes with 4-foot shoulders and auxiliary lanes at the intersection with Huffine Lane. The alignment is flat and tangent. The 2006 average annual daily traffic volume was 10,200.

There is adjacent commercial development along the east side of MT 85 between the intersections with Huffine Lane and Shedhorn Drive and a nearby mobile home park to the west. North of Shedhorn Drive the development begins to disperse and set further back from the roadway with new development occurring in the outlying areas. In addition to Shedhorn Drive there are three other major intersections located within the study area, Forkhorn, Ramshorn and Durston Road. North of Durston Road the adjacent roadside transitions to rural and is used for agricultural purposes with greater distances between intersections.

Accident History: The accident experience was reviewed for three-year period from January 1, 2005 to December 31, 2007. During this period there were 47 accidents reported along the 1-mile segment between the intersection with Huffine Lane and the intersection with Durston Road. The accident rate is 4.14 accidents per million vehicle miles traveled. This is above the statewide rural average of 1.15 accidents per million vehicle miles for rural NHS routes.

	Angle	Rearend	Single Vehicle	Other
Intersection	11	18	3	4
Non-	2	1	7	1

intersection				
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Twenty of the accidents were concentrated along the 1,500 foot segment between the intersection with Huffine Lane and the intersection with Shedhorn Drive. There were 17 accidents at the intersection with Forkhorn Road, 12 of which were rearend in type. Most of these were associated with left-turns off of Jackrabbit Lane. Six accidents occurred at the intersection with Durston Road. North of Durston Road the level of conflict experienced diminishes.

Travel Speeds: Vehicular travel speeds were sampled directionally with radar at five locations.

Location	85th Percentile Speed	Pace of Traffic Stream
At the intersection with Spanish Peak Road	48 mph Northbound 44 mph Southbound	(36 mph – 46 mph) 62% (36 mph – 46 mph) 64%
At the intersection with Shedhorn Drive	53 mph Northbound 48 mph Southbound	(45 mph – 55 mph) 65% (39 mph – 49 mph) 60%
At the intersection with Forkhorn Drive	59 mph Northbound 55 mph Southbound	(51 mph – 61 mph) 59% (42 mph – 52 mph) 59%
At the intersection with Ramshorn Drive	62 mph Northbound 55 mph Southbound	(51 mph – 61 mph) 56% (45 mph – 55 mph) 61%
At the intersection with Durston Road	64 mph Northbound 60 mph Southbound	(54 mph – 64 mph) 58% (51 mph – 61 mph) 63%

Conclusions and Recommendations: The speed statistics, adjacent roadside culture and accident history all point to that this segment of roadway has special operational characteristics that distinguish it from most rural NHS routes and the rural environment north of the intersection with Durston Road. Based on the 85th percentile speeds and the pace of the traffic stream in relationship to the level and proximity of adjacent and nearby development we recommend the following 45 mph – 55 mph speed limit configuration for the study area. A 45 mph speed limit for the more densely developed area between Huffine Lane and Shedhorn Drive and a 55 mph speed limit from Shedhorn Drive to a point just north of the intersection with Durston Road.

A 45 mph speed limit beginning at the intersection with Huffine Lane and continuing north to station 17+00, project RTF-HES 85-1(4) (200 feet north of the intersection with Shedhorn Drive), an approximate distance of 1,700 feet.

A 55 mph speed limit beginning at station 17+00, project RTF-HES 85-1(4) and continuing north to station 54+00 (200 feet north of the intersection with Durston Road), an approximate distance of 3,700 feet

Commissioner Griffith moved to approve the speed limit reduction for MT – 85 – Jackrabbit Lane – 4 Corners North. Commissioner Skelton seconded the motion. All four Commissioners voted aye.

The motion passed unanimously.

Agenda Item 9: Speed Limit Recommendation for Commission Action, MT 117 – Park Grove North

Loran Frazier presented the following to the Commission: In response to two recent accidents local officials requested a speed limit reduction on MT 117 by the dredge cut ponds located north of Park Grove. MT 117 was constructed in 1935 and improved in 1983. The roadway consists of two 12-foot travel lanes with no surfaced shoulder area. The average annual daily traffic volume is 530.

In the last three years there were three accidents (rearend, single vehicle and an angle) reported within the study area. All three accidents occurred at different locations. The accident rate is 4.07 accidents per million vehicle miles traveled.

This is above the statewide average of 1.37 accidents per million vehicle miles traveled for rural state primary routes.

The dredge cut ponds are part of the Park Grove recreational area and are located just outside the existing special speed limit configuration. Based on the travel speeds, the recreational attraction and the conflicts reported we recommend extending the existing 50 mph speed limit north to encompass the access points to the ponds. The following recommendation was presented to local officials. Attached are Valley County’s comments concurring with the proposed 50 mph speed limit extension.

A 50 mph speed limit beginning at station 42+00, project FR 17-1(1) (the north edge of Park Grove) and continuing north to station 64+00 (200 feet north of the third dredge cut access road), an approximate distance of 2,200 feet.

Report Submitted to Local Officials: In response to two multiple vehicle accidents that occurred at the access roads to the second and third dredge cut ponds located just north of the community of Park Grove, Fort Peck City and Valley County officials requested a speed limit investigation. They would like the 70 mph statutory speed limit reduced along this segment of MT 117.

This portion of MT 117 was constructed under project NRS 332 A in 1935 and improved in 1983, project FR 17-1(1). The roadway consists of two 12-foot travel lanes with no surfaced shoulder area. Intersection and stopping sight distances are good. The average annual daily traffic volume is 530.

Both the second and third dredge cut ponds are located along the west side of MT 117 just north of the community of Park Grove. The current speed limit configuration consists of a 40 mph baseline speed limit encompassing the main body of the community with a 50 mph transitional speed zone extending into the rural environment. The access road to the second dredge cut pond is located within the 50 mph zone, while the access to Boy Scout Park and the third dredge cut pond are located just north of the 50 mph to 70 mph speed limit transition. Both dredge cut ponds and Boy Scout Park are popular local attractions with numerous users present during our investigation.

Accident History: From January 1, 2005 to December 31, 2007 there were three accidents reported within the study area. A rearend accident occurred in front of the Park Grove Store, an angle accident occurred at the access to the second dredge cut pond and another an angle accident at access to the third dredge cut pond. The accident rate is 4.07 accidents per million vehicle miles traveled. This is above the statewide average of 1.37 accidents per million vehicle miles traveled for rural state primary routes.

Travel Speeds: Vehicular travel speeds were sampled directionally at five locations to develop a speed beginning at the north end of the community of Park Grove and continuing north to the third dredge cut pond.

Location	85 th Percentile Speed	Pace and Percentage
North end of Park Grove 40 mph to 50 mph Transition	48 mph Eastbound 48 mph Westbound	(36 mph – 46 mph) 49% (36 mph – 46 mph) 51%
Milepost 4.0 – Central Portion of the 50 mph Zone	53 mph Eastbound 55 mph Westbound	(42 mph – 52 mph) 47% (42 mph – 52 mph) 48%
Boy Scout Park Access 50 mph to 70 mph Transition	59 mph Eastbound 61 mph Westbound	(45 mph – 55 mph) 44% (45 mph – 55 mph) 45%
Third Dredge Cut Pond Access 70 mph Speed Zone	60 mph Eastbound 66 mph Westbound	(44 mph – 54 mph) 47% (50 mph – 60 mph) 43%
North of the Third Dredge Cut Pond Access 70 mph	64 mph Eastbound 67 mph Westbound	(50 mph – 60 mph) 43% (56 mph – 66 mph) 39%

Zone		
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Conclusions and Recommendations: The second and third dredge cut ponds are part of the Park Grove recreational area with access to the third pond being located just outside the existing special speed limit configuration. Spot speed samples collected on MT 117 indicated that motorists are still traveling below the statutory 70 mph speed limit for a distance north of the existing 50 mph speed zone. We have also verified that there have been access related conflicts in the area that have resulted in accidents.

Based on the travel speeds there are two options in which to consider, extend the 50 mph speed zone north or introduce a new 60 mph speed zone. Extending the 50 mph speed zone would be somewhat restrictive. However, it would still fall within the central portion pace of the traffic stream in the northbound direction and just within the pace in the southbound direction. In taking into account that this would be at the beginning of the 50 mph speed zone and not within the central portion of the zone it would still be within a reasonable range of the speed statistics to function without being considered a speed trap. This would also be considered a relatively minor extension of the existing 50 mph – 40 mph – 50 mph special speed limit configuration on MT 117.

Therefore we concur with local desires and recommend action to extend the 50 mph speed zone north to encompass the access road to the third dredge cut pond. By extending the 50 mph speed zone no new materials will be needed. Maintenance forces will only have to relocate what is currently there.

A 50 mph speed limit beginning at station 42+00, project FR 17-1(1) (the north edge of Park Grove) and continuing north to station 64+00 (200 feet north of the third dredge cut access road), an approximate distance of 2,200 feet.

Commissioner Skelton moved to approve the speed limit reduction for MT –117 – Park Grove North. Commissioner Griffith seconded the motion. All four Commissioners voted aye.

The motion passed unanimously.

Agenda Item 10: Speed Limit Recommendation for Commission Action, MT- 200 – Jordan

Loran Frazier presented the following to the Commission: The City of Jordan submitted a request to extend the boundaries of the 25 mph speed zone to begin at the Big Dry Creek Bridge and continue north to the intersection with Marguerite Avenue on the north east end of Jordan.

MT 200 within Jordan was reconstructed under projects NH 57-5(18) in 1993 and NH 57-5(24) in 2006. The typical section consists of two 12-foot travel lanes with 4-foot shoulders with additional width for on-street parking within the main body of town. Curb & gutter and sidewalk begin at the intersection with Riverside Street and continue north to the intersection with Attix Street.

In the last three years there have been no accidents reported within Jordan.

Based on the engineering and traffic investigation we recommended moving the 25 mph speed zone south to encompass the school crosswalk and align the zone with the beginning of the curb & gutter. On the north end of Jordan we recommended no change. This information was presented to city officials. City officials responded that they still preferred extending the 25 mph zone north to the intersection with Marguerite Street and listed the presence of the Senior Citizens Center and the Garfield County Museum in the area as support for their request.

Upon evaluating their comments we consulted with District Administrator to gather the District’s position on the public issues involved. The District concurred with the City of Jordan’s request to extend the 25 mph speed zone further north. We in turn adjusted our position. The following recommendation is a result of both the results of an engineering and traffic investigation on the south end of Jordan and includes the views of the community on the north end. Their comments supporting the following recommendation are attached.

A 35 mph speed limit beginning at english station 1680+00, project NH 57-5(18) (400’ north of the intersection with MT 59 and continuing north to station 1691+50, an approximate distance of 1,150 feet.

A 25 mph speed limit beginning at metric station 9+60, project NH 57-5 (24) (just south of the intersection with Riverside Street) and continue north to metric station 20+10, an approximate distance of 3,500 feet.

Report Submitted to Local Officials: With the completion of the project NH 57-5(24) the City of Jordan submitted a request for a speed limit investigation. Within their request they specified their desire to extend the boundaries of the 25 mph speed zone. They would like the 25 mph speed zone to begin at the Big Dry Creek Bridge and continue north to the intersection with Marguerite Avenue on the north east end of Jordan.

MT 200 approaches from the west along the south side of Jordan curving 90-degrees to the north at the intersection with MT 59. It proceeds north through the community before curving 90-degrees back to an east-west alignment at the intersection with Secondary 245. This portion of MT 200 was reconstructed under projects NH 57-5(18) in 1993 and NH 57-5(24) in 2006. Beginning at the south end of town the typical section consists of two 12-foot travel lanes with 4-foot shoulders with additional width for on-street parking within the main body of town. Curb & gutter and sidewalk begin at the intersection with Riverside Street and continue north to the intersection with Attix Street. There are left and right turn lanes at the intersection with Secondary 245. North of Secondary 245 the roadway transitions back to the rural typical section. Additional features include a school crosswalk at the intersection with Montana Street and an overhead flashing beacon at the intersection with Main Street.

The adjacent side culture is intermixed with both residential and commercial development beginning just north of the Big Dry Creek Bridge and continuing north to the intersection with Marguerite Avenue. The most densely developed segment being between the intersection with Montana Street and the intersection with Attix Street.

Accident History: Since reconstruction there has not been a sufficient time period for this portion of MT 200 to develop an accident history to report on. However, the accident history was still checked for a three year period from January 1, 2005 to December 31, 2007. There were no accidents reported within the study area during this time period.

Travel Speeds: Vehicular travel speeds were sampled directionally at nine locations to develop a speed profile in which to evaluate the speed limit configuration through the community.

Location	85 th Percentile Speed	Pace and Percentage
Milepost 211.6 – 70 mph Zone	69 mph Eastbound 63 mph Westbound	(53 mph – 63 mph) 34% (47 mph – 57 mph) 44%
500’ West of Intersection w/ MT 59 – 45 mph Zone	52 mph Eastbound 52 mph Westbound	(41 mph – 51 mph) 61% (38 mph – 48 mph) 57%
Just South of Big Dry Creek 45 mph to 35 mph Transition	41 mph Eastbound 42 mph Westbound	(30 mph – 40 mph) 59% (30 mph – 40 mph) 58%
At Montana St. School X-	29 mph Eastbound	(21 mph – 31 mph) 73%

walk 35 mph Zone	30 mph Westbound	(21 mph – 31 mph) 66%
At the Intersection w/ Main St. 25 mph zone	27 mph Eastbound 27 mph Westbound	(18 mph – 28 mph) 80% (18 mph – 28 mph) 81%
At the Intersection w/ Attix St. 25 mph to 35 mph Transition	32 mph Eastbound 30 mph Westbound	(21 mph – 31 mph) 64% (21 mph – 31 mph) 74%
At the Int. w/ Marguerite St. 35 mph to 45 mph Transition	43 mph Eastbound 41 mph Westbound	(30 mph – 40 mph) 46% (30 mph – 40 mph) 48%
800' East of Marguerite St. 45 mph Zone	56 mph Eastbound 56 mph Westbound	(44 mph – 54 mph) 51% (41 mph – 51 mph) 51%
At the "Reduced Speed Ahead" sign – 70 mph Zone	67 mph Eastbound 70 mph Westbound	(56 mph – 66 mph) 46% (53 mph – 63 mph) 43%

Conclusions and Recommendations: Overall, the existing speed limit configuration is quite consistent in reflecting traffic operation within each speed zones respective boundaries. Both of the 45 mph speed zones on either end of town extend out into the rural environment with the 35 mph speed zones beginning at the edges of the community. The 25 mph speed zone encompasses the segment having the densest amount of development. At the north end of Jordan the beginning of the 25 mph speed zone corresponds with the beginning of the typical section having curb & gutter. It continues south just past the intersection with Kramer Street, while the curb & gutter extends further south to the intersection with Riverside Street. Within this segment there is a school crosswalk at the intersection with Montana Street located within the existing 35 mph speed zone.

Using the 85th percentile speeds (29 mph & 30 mph) and the pace of the traffic stream as indicators in selecting a speed limit the school crosswalk is located in an area where a 25 mph speed limit is within an acceptable range of the travel speeds for effective operation. With that information it is logical to relocate the 25 mph to 35 mph speed limit transition to a point encompassing the Montana Street school crosswalk and to also coincide with the beginning of the curb & gutter and sidewalk at the south end of town. This will also provide for a more visible sign placement location. Currently, the 25 mph speed limit sign is somewhat obscured by trees adjacent to the roadway. Some extension of the 35 mph speed zone is desirable to maintain a minimum zone length while maintaining effective sign placement.

A 35 mph speed limit beginning at english station 1680+00, project NH 57-5(18) (400' north of the intersection with MT 59 and continuing north to station 1691+50, an approximate distance of 1,150 feet.

A 25 mph speed limit beginning at metric station 9+60, project NH 57-5 (24) (just south of the intersection with Riverside Street) and continue north to metric station 16+90, an approximate distance of 2,400 feet.

Commissioner Skelton moved to approve the speed limit reduction for MT –117 – Park Grove North. Commissioner Griffith seconded the motion. All four Commissioners voted aye.

The motion passed unanimously.

Agenda Item 11: Speed Limit Recommendation for Commission Action, Secondary 248 – Scobey West

Scobey City officials requested a "graduated" speed limit sign configuration for the west entrance into town. Secondary 248 was reconstructed in 1953 under project S 8(9) and improved in 1993. It consists of two 12-foot travel lanes with

1-foot shoulders. The alignment is tangent and level. Adjacent side culture consists of a ball field and the fairgrounds along the south side of the roadway and agricultural land along the north side.

In the last three years there were two single vehicle accidents reported within the study area. The accident rate is 3.11 accidents per million vehicle miles traveled.

Traffic data gathered in front of the fairgrounds support reducing the statutory 70 mph speed limit to 55 mph. West of Country Club Road both the 85th percentile speeds and the upper limit of the pace are at or within 1 mph – 2 mph of the 70 mph speed limit.

From the information gathered about the area we submitted a 55 mph speed recommendation to the City of Scobey. The City of Scobey concurs with the following recommendation. Their letter of concurrence is attached.

A 55 mph speed limit beginning at station 480+00, project S 8(9) (300 feet west of the intersection with Country Club Road) and continuing east to the intersection with MT 13, an approximate distance of 2,600 feet.

Report Submitted to Local Officials: Scobey City officials requested a speed limit investigation on Secondary 248. Within their request they specified the desire for “graduated” speed limit signs for the west entrance into town. This portion of Secondary 248 consists of two 12-foot travel lanes with 1-foot shoulders. It was reconstructed in 1953 under project S 8(9) and improved in 1993. The alignment is tangent and level. Adjacent side culture consists of a ball field and the fairgrounds along the south side of the roadway and agricultural land along the north side. Secondary 248 ends at a 3-way stop sign controlled 4-way intersection with MT 13 (north & south legs) and a local street (east leg). Based on our records this is the first time a speed limit investigation has been requested on Secondary 248 within Scobey. The speed limit is statutorily 70 mph.

Accident History: The accident history was reviewed for a three year period from January 1, 2005 to December 31, 2007. During this period there were two single vehicle accidents reported within the study area. The first accident involved a conflict with a deer near milepost 45.1. The second accident occurred at the intersection with Country Club Road. The accident rate is 3.11 accidents per million vehicle miles traveled.

Travel Speeds: Vehicular travel speeds were sampled directionally at five locations to develop a speed profile through the community.

Location	85 th Percentile Speed	Pace and Percentage
At the “Stop Ahead” sign – 1,000’ west of MT 13	49 mph Eastbound	(36 mph – 46 mph) 49%
	52 mph Westbound	(42 mph – 52 mph) 45%
Between Country Club Road & the Fairgrounds	60 mph Eastbound	(45 mph – 55 mph) 38%
	59 mph Westbound	(48 mph – 58 mph) 42%
At the Intersection with Country Club Road	65 mph Eastbound	(54 mph – 64 mph) 36%
	64 mph Westbound	(54 mph – 64 mph) 39%
1,700’ West of Country Club Road	71 mph Eastbound	(59 mph – 69 mph) 39%
	71 mph Westbound	(62 mph – 72 mph) 43%
Milepost 45.0	70 mph Eastbound	(59 mph – 69 mph) 42%
	69 mph Westbound	(59 mph – 69 mph) 46%

Conclusions and Recommendations: Along the segment between the intersection with Country Club Road and the stop sign controlled intersection with MT 13 the typical travel speeds are below the statutory 70 mph speed limit. This also corresponds with a change in the adjacent side culture. West of Country Club Road both the 85th percentile speeds and the upper limit of the pace are at or within 1 mph – 2 mph of the 70 mph speed limit.

Based on the speed statistics gathered in front of the fairgrounds a 55 mph speed limit would be realistic in reflecting traffic operation. East of the fairgrounds the stop condition and the advance “Stop Ahead” warning sign are the appropriate traffic control devices for traffic operation approaching the intersection with MT 13. We recommend the following 55 mph special speed zone for the operational and environmental characteristics identified between Country Club Road and the intersection with MT 13.

A 55 mph speed limit beginning at station 480+00, project S 8(9) (300 feet west of the intersection with Country Club Road) and continuing east to the intersection with MT 13, an approximate distance of 2,600 feet.

Commissioner Griffith moved to approve the speed limit reduction for Secondary 248 – Scobey West. Commissioner Skelton seconded the motion. All four Commissioners voted aye.

The motion passed unanimously.

Agenda Item 12: Speed Limit Recommendation for Commission Action, MT 28 & 77 Intersection – Hot Springs Road

Sanders County Commissioners submitted a request for a 50 mph speed limit on MT 28 to encompass the development at the intersection with MT 77, Hot Springs Road.

MT 28 was reconstructed in 1963 under project F 87(11) and improved in 1992. The roadway consists of two 12-foot travel lanes with 2-foot shoulders. Intersection and stopping sight distance is good.

During a period from June 1, 2004 to May 31, 2007 there were three accidents reported within the study area. The accident rate is 1.82 accidents per million vehicle miles traveled. The statewide average for rural state primary routes is 1.37 accidents per million vehicle miles traveled.

There is a definite change in the side culture and the traffic patterns that takes place at this intersection. Additional uniformity in the travel speeds is desirable. Consideration was given to both the 85th percentile speeds as well the level of access demand and its influence on the speed distribution.

A 55 mph speed limit beginning at station 608+00, project F 87(11) (900' south of the intersection with MT 77) and continuing north to station 628+00, an approximate distance of 2,000 feet.

The above recommendation was presented to Sanders County officials for comment. Their comments concurring with the proposed 55 mph speed limit are attached.

Report Submitted to Local Officials: Sanders County Commissioners have requested a 50 mph speed limit beginning ¼-mile south of the intersection with MT 28 and continuing north to approximately 1/4-mile north of the subject intersection.

This portion of MT 28 was reconstructed in 1963 under project F 87(11) and improved in 1992. Typical section consists of two 12-foot travel lanes with 2-foot shoulders in each direction. The alignment is straight and flat. Intersection and stopping sight distance is good.

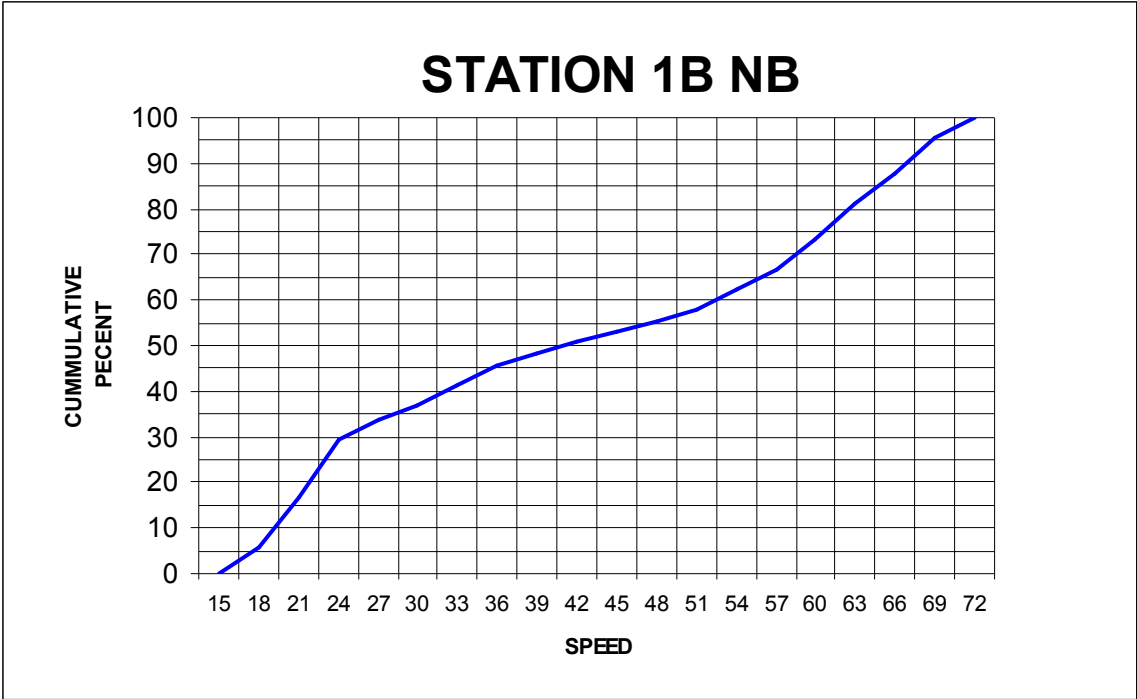
MT 77 intersects MT 28 at milepost 19.0 with a flashing beacon supported on span wire over the intersection. Below is a southbound photo of the intersection. The community of Hot Springs is located on MT 77 (X-route 45077) approximately 2-miles to the west.

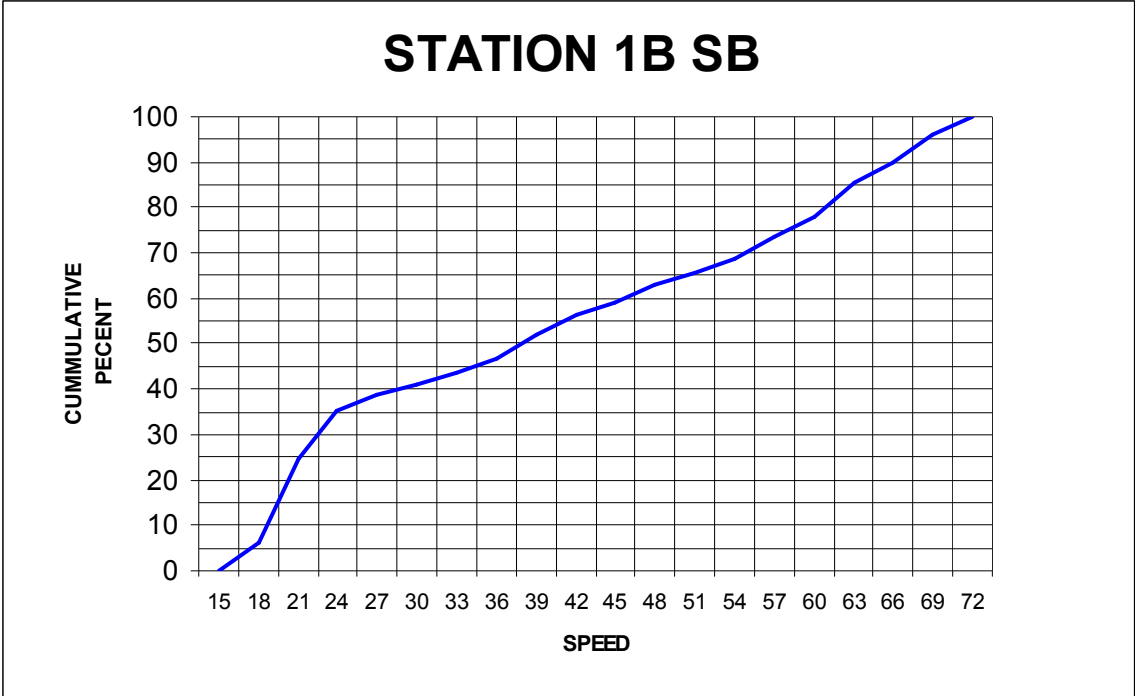
Travel Speeds: Vehicular travel speeds were sampled directionally at five locations to develop a speed profile through the intersection. Based on the volume of traffic contained within the lowest speed bin classification (0-35 mph) at the intersection with MT 77, we recollected the travel speeds to get a better understanding of the variation in the travel speeds within the study area.

Location	85 th Percentile Speed	10 mph Pace & Percentage
Milepost 18.6 (1,900' south of the jct. w/ MT 77)	71 mph Northbound 72 mph Southbound	(59 mph – 69 mph) 50% (59 mph – 69 mph) 40%
Milepost 18.8 (800' south of the jct. w/ MT 77)	66 mph Northbound 67 mph Southbound	(53 mph – 63 mph) 43% (41 mph – 51 mph) 31%
Milepost 19.0 (at the jct. w/ MT 77) Sta. 1A	67 mph Northbound 72 mph Southbound	(56 mph – 66 mph) 41% (62 mph – 72 mph) 32%
Milepost 19.2 (900' north of the jct. w/ MT 77)	71 mph Northbound 69 mph Southbound	(53 mph – 63 mph) 33% (56 mph – 66 mph) 40%
Milepost 19.4 (2,200' north of the jct. w/ MT 77)	72 mph Northbound 73 mph Southbound	(59 mph – 69 mph) 42% (62 mph – 72 mph) 49%

Following is station 1B with the speed bin configuration adjusted down to 15 mph. The densest portion of speed population is accessing MT 77 and/or the gas station located at the intersection.

Location	85 th Percentile Speed	10 mph Pace & Percentage
Milepost 19.0 (at the jct. w/ MT 77) Sta. 1B	65 mph Northbound 63 mph Southbound	(15 mph – 25 mph) 31% (15 mph – 25 mph) 36%





Approximately 45 percent of the traffic stream is traveling at or below 35 mph. Granted these are turning movements. However, the remainder of the speed population is evenly distributed over a wide range of speed. In this case as in others at similar locations the 85th percentile speed and the pace of the traffic stream do not single out an obvious uniform speed limit choice for the area. There is further evidence on this condition at the north and south ends of the development, as indicated by the variation in the 85th percentile speeds and the upper limit of the pace.

Accident History: The accident history was reviewed for a three year period from June 1, 2004 to May 31, 2007. During this period there were three accidents reported within the study area. The accident rate is 1.82 accidents per million vehicle miles traveled. The statewide average for rural state primary routes is 1.37 accidents per million vehicle miles traveled.

The first two accidents occurred ½-mile south of the intersection with MT 77. They consisted of a sideswipe accident (passing related) and another multiple vehicle accident (cargo related). The final accident was a single off-road accident that occurred at the intersection with MT 77.

There are no definable trends that pin-point to a correctable condition.

Conclusions and Recommendations: There is a definite change in the side culture with the development that takes place around the intersection with MT 77. The traffic pattern also changes with the amount of access to and from MT 77 and adjacent approaches.

Based on our evaluation of the speed statistics additional uniformity in the travel speeds is desirable. The speed differential within the study area has not contributed to the reported accident experience. However, it is most likely contributing to motorist discomfort as higher speed motorists interact with those carrying out an access related maneuver. As mentioned earlier there is no clear trend in the speed statistics that singles out an obvious speed limit choice.

In arriving at the following recommendation recognition was given to both the desired 85th percentile speeds and the speeds of the densest portion of the speed population. The true operational character is influenced by the adjacent environment and the community of Hot Springs. By taking into account the level of adjacent development and the potential for speed related conflicts we recommend the following 55 mph speed limit, as the operational characteristics are not commensurate with the statutory 70 mph speed limit.

A 55 mph speed limit beginning at station 608+00, project F 87(11) (900' south of the intersection with MT 77) and continuing north to station 628+00, an approximate distance of 2,000 feet.

Commissioner Howlett moved to approve the speed limit reduction for MT –117 – Park Grove North. Commissioner Griffith seconded the motion. All four Commissioners voted aye.

The motion passed unanimously.

Agenda Item 13: Letting Lists

Loran Frazier presented the Letting Lists for September thru December. Staff would recommend that you approve the Letting Lists.

Commissioner Howlett moved to approve the Letting Lists. Commissioner Griffith seconded the motion. All four Commissioners voted aye.

The motion passed unanimously.

Agenda Item 14: Amended Access Control Resolution, DPI 0194(001),F, 1308-001-000, Shiloh Interchange

Loran Frazier presented the Amended Access Control Resolution.

Background: MDT has been approached by a landowner requesting an approach on the north (right) side of Zoo Drive at approximate station 52+00RT. In exchange for the approach, the landowner has agreed to donate the Right-of-Way we are trying to acquire for the Shiloh Interchange project. Zoo Drive is included in the Highway Project DPI 0194(001)F Shiloh Interchange, as part of that project the Transportation Commission executed a resolution in 1995, and that resolution was amended in 1998, and again in 2003. The access control resolution is very specific as to the number and location of approaches that are allowed off of Zoo Drive. The resolution only allows 4 private approaches on the north (right) side of Zoo Drive, but the requested approach will create a fifth approach. In order to permit the requested approach at station 52+00 the resolution must be amended again.

The Billings District has determined that a right-in, right-out approach will not create any adverse effects to the safety of the roadway and recommend approval of this approach. In order for MDT to allow the approach onto Zoo Drive, it is necessary for the Transportation Commission to amend the resolution to allow it.

MDT DISTRICT REVIEW- The Billings District office has reviewed the request, and has determined that this additional approach will not adversely impact the roadway system in this area. District staff recommends that the right-in, right-out approach be allowed contingent on the donation of said Right-of-Way.

EXHIBITS – The following exhibits are attached for Commission information and review:

Exhibit A: An overall map of the area, showing the location of the pending approach location.

Exhibit B: An overall map of the area, showing the location of the pending approach location and more of the surrounding vicinity.

Staff recommendations

MDT staff recommends that the Transportation Commission approve and execute the attached Amended Resolution which allows an additional right-in, right-out approach onto Zoo Drive.

Commissioner Skelton moved to approve the Amended Access Control Resolution DPI 0194(001) F, 1308-001-000 Shiloh Interchange. Commissioner Griffith seconded the motion. All four Commissioners voted aye.

The motion passed unanimously.

Agenda Item 15: Access Control Resolution, MT 10-1(25)3, 6049, JCT Bootlegger Trail - NE

Loran Frazier presented the Access Control Resolution.

Background: The project is located in Cascade County on U.S. Highway 87 (N-10) just north of Great Falls. The project begins approximately 0.4-mi. north of the intersection of U.S. 87 and Bootlegger Trail (U-5213) at RP 3.39± and extends northerly past the main Value Added Commodity Agricultural Park (AGRI Park) entrance to the northern termini located at RP 4.08±. Based on recommendations from the May 14, 2008 meeting with the City of Great Falls, Cascade County, and the Great Falls Development Authority the southern termini of the project has been modified to begin at RP 3.39 (north of the urban boundary RP 3.125). The northern termini will remain at RP 4.08±. The reduced project length does not impact the Scope of Work, but does eliminate the proposed improvements at the intersection with Bootlegger Trail.

The Total project length is approximately 1.11 km. U.S. 87 is functionally classified as a Principal Arterial – Non-Interstate. Direction of the project is South to North.

The project is contained in the following as-builts: U 149(15), FAP 149-A(2), FAP 149-D(3), and SFCN 10-1(19)5. The proposed project has been nominated to provide for additional lanes to improve public access to the AGRI Park being developed north of Great Falls.

Summary: The scope of work consists of extending the two existing northbound lanes to accommodate northbound vehicle acceleration leaving AGRI Park and extending the terminus of the project northerly past the entrance to AGRI Park far enough to provide a dedicated southbound left-turn lane into AGRI Park. The proposed roadway will consist of two northbound lanes, one southbound lane, and a median/left turn lane. The proposed work includes grading, slope work, gravel, plant mix surfacing, seal & cover, pavement markings, signing, and drainage culverts.

Location of Project: The project is located in Cascade County on U.S. Highway 87 (N-10) just north of Great Falls. The project begins approximately 0.4-mi. north of the intersection of U.S. 87 and Bootlegger Trail (U-5213) at RP 3.39± and extends northerly past the main Value Added Commodity Agricultural Park (AGRI Park) entrance to the northern termini located at RP 4.08±.

Access Management Approach: Access management is a response to the problems of congestion, capacity loss, and accidents. It sets forth guidelines for managing access points and spacing along a highway, adding turn lanes, incorporating turning restrictions, consolidating accesses, and implementing traffic control measures. The goal of access management is to improve the safety, function, and operation of the roadway.

The following goals and basic strategies are used in implementing access management on this project:

- 1) Limit the number of conflict points
- 2) Separate conflict points
- 3) Remove turning vehicles from through traffic lanes
- 4) Reduce conflicting volumes
- 5) Improve roadway/driveway operations and safety

Public Involvement: The public involvement plan for this project is Level B as described in MDT’s Public Involvement Handbook. A news release was issued November 30, 2006 and a public meeting was held on January 31, 2007 at the North Middle School, 2601 8th Street NE in Great Falls to describe the project and seek public input.

District Position: The Great Falls District is in support of the access management plan and implementation of access control on this project.

EXHIBIT A: An overall map of the area showing the project limits.

Staff recommendations: Staff recommends that the Transportation Commission designate this area as a “Controlled Access Highway and Facility” by executing the Access Control Resolution.

Commissioner Skelton moved to approve the Access Control Resolution, MT 10-1(25)3, 6049, JCT Bootlegger Trail - NE. Commissioner Griffith seconded the motion. All four Commissioners voted aye.

The motion passed unanimously.

Agenda Item 16: 2009 – Bid Letting Dates

Loran Frazier presented the 2009 Bid Letting Dates. Staff would recommend that you approve the Letting Dates.

January 26, 2009
February 9, 2009
February 23, 2009
March 9, 2009
March 23, 2009
April 6, 2009
April 20, 2009
May 26, 2009
June 8, 2009
June 22, 2009
July 6, 2009
July 27, 2009
August 10, 2009
August 24, 2009
September 8, 2009
September 21, 2009
October 5, 2009
November 16, 2009
November 30, 2009
December 14, 2009
December 28, 2009

Commissioner Griffith moved to approve the Letting Dates. Commissioner Skelton seconded the motion. All four Commissioners voted aye.

The motion passed unanimously.

Agenda Item 17: Certificates of Completion

Loran Frazier presented the Certificates of Completion for the months of May, June and July, 2008. Staff would recommend that you approve the Certificates of Completion.

Commissioner Howlett moved to approve the Certificates of Completion for May, June and July, 2008. Commissioner Griffith seconded the Motion. All four Commissioners voted aye.

The motion passed unanimous.

Agenda Item 18: Change Orders

Loran Frazier presented the Change Orders for May, June and July, 2008. Staff would recommend that you approve the Change Orders.

Commissioner Griffith moved to approve the Change Orders for May, June and July, 2008. Commissioner Skelton seconded the motion. All four Commissioners voted aye.

The motion passed unanimous,

Agenda Item 19-a: Liquidated Damages

Loran Frazier presented the Liquidate Damages. One is for the NH 1-1(68)27 Rock Scaling – West of Libby. AIS Construction of Carpinteria, CA overran contract time by 5 days. AIS Construction signed the Contractor’s Final Inspection on February 5, 2008, agreeing to the amount of liquidated damages on this project. Our recommendation is noted below.

Summary:

Award date	Feb 5, 2007
Permission to proceed date	Mar 3, 2007
Work began	Apr 16, 2007
Work completed	Sep 17, 2007
Contract time	100 working days
Time used	105 working days
Work extensions	0 working days
Overrun	5 day/s
Contract amount	\$855,552

Staff Recommendations: We recommend assessing 5 day/s at \$1300 per day for a total of \$6500.

No action was necessary.

Agenda Item 19-b: Liquidated Damages

Loran Frazier presented the Liquidate Damages. SFCS 548-1(9)4 JCT US 2 JTL Group, Inc- Kalispell of Kalispell, MT overran contract time by 2 days. JTL Group Inc –Kalispell signed the Contractor’s Final Inspection on December 10, 2008, agreeing to the amount of liquidated damages on this project. Our recommendation is noted below.

Summary:

Award date	June 5, 2006
Permission to proceed date	July 3, 2006
Work began	July 17, 2006
Work completed	November 11, 2007
Contract time	75 working days
Time used	80 working days
Work extensions	3 working days
Overrun	2 day/s
Contract amount	\$1,197,816

Staff recommendations
We recommend assessing 2 day/s at \$1505 per day for a total of \$3010.

No action was necessary.

P-3 Workshop and Approval:
Presented by Lynn Zanto of Planning was reviewed. Staff recommends approving the P-3 Analysis for 2013 funding Year.

Commissioner Howlett moved to approve the Fund Distribution. Commissioner Griffith seconded the motion. All four Commissioners voted aye.

The motion passed unanimous,

Commissioner Howlett moved to approve the Funding Reserves. Commissioner Skelton seconded the motion. All four Commissioners voted aye.

The motion passed unanimous,

Meeting Adjourned:

Commissioner Espy adjourned the meeting

Commissioner Espy, Chair
Montana Transportation Commission

Jim Lynch, Director
Montana Department of Transportation

Lori K. Ryan, Secretary
Montana Transportation Commission